



USS LST-327

Builder: Philadelphia Navy Yard

Commissioned: 6 March 1943

Decommissioned: 19 November 1945

Disposition: Sold for scrap.

Length: 327' 9" oa

Beam: 50'

Draft: 1' 6" bow, 7' 5" stern (unloaded); 8' 2" bow, 14' 1" stern (loaded -- at sea); 3' 1" bow, 9' 6" (loaded -- beaching)

Displacement: 1,625 (light); 4,080 (w/ full load of 2,100 tons)

Propulsion: 2 x General Motors 12-567 diesels, twin shafts/rudders

Range: 24,000 nm @ 9 knots

Top Speed: 11.6 knots

Complement: 111

Troops: 163

Armament: 7 x 40mm (single mount); 6 x 20 mm (single mount); 2 x .50-caliber mgs; 4 x .30-caliber mgs

Commanding Officers:

LT A. Volton, USCG: 6 March 1944 - 27 September 1945

LT Ludwig Wedemeyer, USCG: 27 September 1945 - 19 November 1945

History:

USS LST-327

LST Flotilla 18, Group 52, Division 104

The USS LST-327 was built at the Philadelphia Navy Yard and entered commissioned service on 6 March 1944 under the command of LT A. Volton, USCG. By early May, preparatory for the assault on Sicily, she was shuttling war material between Arzew and Bizerte.

Anchored at Bizerte, Tunisia, on 8 June 1943, LST-327 took her position in convoy as part of the Western Naval Task Force for securing the beach between Licata and Gala, Sicily, in the invasion of Sicily. She anchored off Licata Beach at 0125 on the 10th and lowered small boats with the first wave of assault troops. At 0505 fired on enemy aircraft. At 0800 commenced unloading men and vehicles via LCTs completing unloading at 1340. Stood out of Licata Bay and at 1808 was underway forming convoy to Bizerte. Six more resupply echelons that followed from Bizerte to Licata and Palermo and return included the 327 in the convoys, and on each journey the LST carried men and vehicles to the front lines and brought back many prisoners and wounded. The last of these trips was not completed until 28 August 1943.

On 3 September 1943, the 327 began loading men and vehicles for the Salerno invasion and on the 7th was underway forming part of FSS-3. On the 9th she proceeded to be beaching area of Green Beach and anchored in the Gulf of Salerno. Here 11 miles from the beach she encountered shell fire from enemy shore batteries and got underway to get out of range. After a red alert and heavy anti-aircraft fire at 2117 she got underway and stood into Red Beach, beaching at 0249 on the 10th. By 0619 all personnel and vehicles were ashore and the 327 retracted and at 0840 joined convoy SBM-2. Meanwhile the crew had fired on enemy planes without casualties or damage. Underway on the 11th she moored at Bizerte. Seven more resupply echelons with vehicles and men were subsequently dispatched from Bizerte and Tripoli Harbor to Salerno and Palermo. On the 6th of these trips on 8 October 1943, the LST was in collision with another unidentified vessel presumably in the same convoy resulting in a temporary bulkhead between crew's quarters and crew's head being twisted and torn and in other damage. Proceeding under her own power she reached Palermo on 8 October 1943, for 10 days availability for repairs. After the 7th round trip the LST started from Palermo on her 8th trip on October 30th for Naples but returned to Palermo after two hours with a broken oil pump. She remained at Palermo undergoing repairs to her generator until 8 January 1944.

The LST-327 having completed repairs departed Palermo for Karouba, Tunisia, on 8 January 1944. There she loaded British officers and men as well as vehicles for the invasion of Anzio. Departing on 21 January 1944, she anchored off Peter Beach at 0025 on the 22nd, as rocket ships began shelling the beach.

At 0226 the first wave of LCVPs landed troops on the beach. She moved to the unloading anchorage early in the afternoon but enemy shell fire from the beach became so heavy that she returned to her previous anchorage. Several red alerts followed and at 1627 the 327 departed for X-Ray sector and anchored. At 0100 on the 23rd enemy boats were being engaged by support craft. At 0740 with low doors and ramps opened she unloaded to *LCT-212* moored thwartship. Unloading to three other LCTs followed and at 0934 all LCTs were loaded and away. Taking on LCVP crews after moving closer to the beach five enemy planes were fired upon at 1123. At 1420 she departed for Naples.

Two other trips were made with vehicles and men between Naples and Anzio and on 1 February 1944 she began towing *LCT-205* for Bizerte but had to return because of bad weather. Generator repairs were made and she started again in convoy toward the *LCT-205* on the 5th. On the 8th the *LCT-205* was so damaged by the sea that the *LST-327* was unable to remain in convoy and *SC-770* was detailed as escort. Both bulkheads of the *LCT-205* were washed overboard at 2045 and half an hour later the *LST*'s engines stopped and she began drifting, with the *LCT* riding nicely on the starboard quarter. On the 10th she anchored in the lee of Pantalleria, getting underway again on the 11th attempting to make Bizerte. At 2015 she had lost three miles and she anchored head to wind. At 0820 on the 13th with anchor aweigh she made only two knots overground when at 1005 with the *LCT-205*'s list to starboard increasing she took shelter by anchoring in the lee of the Island of Zombria. Men were lowered to inspect the *LCT* and assist in bringing her alongside. At 1940 the *LCT* personnel were removed to the *LST-327* and reported that all tanks, engine room and living quarters on the *LCT* were flooded. The *LCS* that had made the trip to the *LST* could not be hoisted aboard because of heavy seas and at 2210 the bridle to the *LCT-205* parted, setting her adrift.

The *LCS* was taken in tow but at 0330 on the 14th appeared to be shipping large quantities of water. Attempting to bring her alongside for pumping, the line parted and the *LCS* went adrift, having been holed in the starboard bow by the *LST*'s propeller guard. It was decided to abandon the *LCS*. At 1800 the *LST-327* moored at Karouba, Tunisia.

She shifted to Bizerte on 15 February 1944, and then on the 25th proceeded to Palermo with vehicles and men. Proceeding to Naples on 14 March 1944, she left for Anzio on 6 March. Returning to Naples on the 11th she was back at Anzio on the 13th where she remained as a mother ship until early in May 1944.

The *LST-327* arrived in the United Kingdom on 11 May 1944, and on 1 June was moored in Tilbury Basin. On the 2nd she loaded vehicles and men for the Normandy invasion, departing for Southend until the 5th when she got underway for the French coast. On the 7th at 0002 she anchored in the Nan Rhino area and at 1316 stood into the unloading area close to the beach, where she unloaded into HM *LCT-2004* and six small boats officers and men for Neptune

Beach. She returned to London on the 9th. A second trip to France was made on the 11th. On the 13th the 327 was rammed by the *LST-534* causing a gash eight feet long in the first compartment forward of frame 22 and 24. She stood into Roger Green Beach on the 13th to unload and beached, and at 2235 took aboard 76 German POWs for transportation to the United Kingdom, returning to Southampton on the 15th. Four other round trips to France with vehicles and men ensued and following the sixth trip she was at Jig Green Beach, Normandy, France, on 30 June 1944.

While working out of English Channel ports, building supply dumps in Northern France, she struck an enemy mine on 27 August 1944, and put into Plymouth with extensive damage. After being repaired, *LST-327* departed Plymouth on 11 December 1944 for Falmouth and on 23 June 1945 she departed Falmouth for Norfolk, Virginia, arriving there on 19 July 1945.

She was decommissioned at Norfolk on 19 November 1945, struck from the Naval Register on 5 December 1945, and was sold for scrap on 15 September 1948 to the Sun Shipbuilding and Drydock Company of Chester, Pennsylvania.

The *LST-327* earned five battle stars for her service during World War II.

Photographs:

None available.

Sources:

LST files, Coast Guard Historian's Office.

United States Coast Guard. *The Coast Guard At War. V. Transports and Escorts. Vol. 2.* Washington: Public Information Division, Historical Section, U.S. Coast Guard Headquarters, May 1, 1949, pp. 66-116.

United States Navy. *Dictionary of American Naval Fighting Ships.* Volume VII. Washington: Naval Historical Center, 1981, pp. 574-742.

